

The Newport Mercury.

SATURDAY MORNING, JAN. 8, 1859.

NOTHING can be more evident than the truth of the quotation from the Scripture, "A multitude of counsels there is wisdom," and the more attentive the observer of the affairs of mankind, the more strongly will this fact be the result of observation. And he who will trouble himself to trace our country's history, from the first days of our independence to the present time, cannot fail to find instances where measures, which could not fail in their ultimate consequences to result diametrically opposite to what was intended by their originators, have been advocated with a recklessness indeed painful to the attentive observer.

Of this character, beyond a doubt, is the efforts that are now being made, as we believe, not by the Southern people, but by a few designing, self-willed, blinded men, to re-open the slave trade. We say blinded, for although they may succeed in landing a few cargoes of negroes, perseverance in the effort must inevitably lead to emancipation, or else to be put down by the strong arm of force, and thus tend to increase rather than diminish the diversity of opinion that now unhappily exists between the abolitionists and the conscientious slaveholders, and increase the number of the former from the ranks of those who are now the strongest friends of the latter.

To be convinced that the project of reopening the slave trade must result in failure, it is only necessary to contemplate what opposition to the measure is to be overcome. It has been denounced as piracy by general consent of the whole civilized world, who, it cannot be expected, will again consent to it. It is an inhuman traffic, inasmuch as so great a number die from the effects of a sea voyage, and of their own filthy habits, which is inevitable, as was demonstrated on board the Niagara, where they had ample room, and, no doubt, every comfort and convenience that their nature would allow, when on shipboard. It is inhuman, as wars are waged among the different tribes on the coast in order to make prisoners of each other for the supply of the market.

Its whole tendency, from beginning to end, is opposed to morality and to the laws of God and Christianity, and from these and other causes that might be stated, it is abhorrent to a great portion of the people of the United States; so much so, that we believe they never can be brought to consent to it, aside from the political reason that those same men who advocate the re-opening of the slave trade, would be the first to seek a three-fifth representation for these beings, nor far removed from brutes, but by circumstance, so placed in the political bearing that five of them are made to counteract the vote of any three white men in the country, although they have neither voice or influence in any question that may arise. This clause in the Constitution, it must be conceded, bears hard on the freemen of the North and West, when it is considered that under it the slave influence has increased from \$80,000 to about \$4,000,000, which it could have been foreseen by those who made the Constitution, would never have been consented to. The idea and motive of all at the time, was that slavery was an undesirable and unjust institution, incompatible with liberty, and would gradually but surely become extinct. Alas, how much more commendable and patriotic were the views of our forefathers than are those of many of their descendants.

Such proceedings may lead to a dissolution of the Union, and, from appearances, there is a small portion of the leaders in the Southern States who look forward to such a result even with pleasure. Blind and infatuated indeed were his friends—*Slavery as a means to a peaceful dissolution of the Union could be brought about, who is there that has contemplated such an event, believing it possible, could live in peace and harmony twelve months?*

We believe there are few such; for, like two separate nations, questions would be constantly arising that must lead to collision and war, even if considered calmly and without prejudice. But there would be prejudice and an antipathy of feeling in the nature of the case that would certainly lead to war, and what is then to protect the slaveholder from the abolitionist, who could act without restraint? The possible result is sad to contemplate; but such must and will be the effect of the re-opening of the slave trade, consequently we hope and trust that better and more prudent counsels will prevail, and that the slavery question will never be permitted to bring misery, desolation and woe to our friends and brothers of the slave States, through the effects of their own imprudence.

The Senate of the United States took possession of their new hall on Tuesday last, when Mr. CRITTENDEN and the Vice President recalled many of the events which had transpired within the old chamber where the leading men of our country had debated questions of great national import. Mr. CRITTENDEN said "that within those walls he had seen men whose names and fame had not been surpassed in Grecian or Roman history. Here he had seen CLAY, WEBSTER, CALHOUN, LEE, WRIGHT and others. They seem to have left on these very walls the impress of their fame. This majestic dome seems yet to echo their voices. There are others too whom he would not designate, for they had not yet fulfilled their political services, but whose names are in no danger of being forgotten. When Senators remove to the new chamber, they will carry with them the inspiration of their illustrious predecessors. They will leave behind them no iota of patriotism, or attachment to the constitution; these, our household gods, are carried with us, there they will ever remain. The Senate of the United States, the great conservative body of this great nation, preserving the sovereignty of the States, through the integrity of the Union."

The new city government of New Bedford commenced their labors on Monday, Mr. WILLARD NIX being Mayor. Mr. NATHAN E. HAMMETT, a native of this city, was chosen President of the Common Council, and the Majority of that city says "The Council has secured the services of an efficient and experienced leader of its deliberations, and one who is conversant with the routine of business which will come before it. Mr. HAMMETT possesses a remarkable clear and quick intellect which will greatly facilitate the discharge of business in the board."

JUDGE STEPHEN R. COTTON, of Green Bay, Wisconsin, has recently invented and patented a very simple and economical printing press, suitable for job or country newspaper offices, which is represented by the Scientific American as capable of performing the work very rapidly, with but a small expenditure of power.

How SLEEVY is Thomas! He was re-elected Senator of Congress on Wednesday last by the Illinois Legislature. The vote stood DOCUMENTS 40.

We are requested to state that Shuman's Church will be open for service Sunday evening at half-past seven o'clock.

TREASY, of the News Depot, has our thanks for New York papers in advance of the mail.

There are, probably, but few cities or towns in this country, which can boast of so many beneficial institutions as Newport, whose origin date so far back as to be beyond the memory of most of the present generation, and the time when they were commenced being known to so few as to give a complete history of them.

The first society which held regular meetings after the settlement of the town in 1639, was, undoubtedly, the Society of Friends, and this as early as 1611-2. They built their first meeting house in 1670, which is used to the present day, having been recently remodeled, and, from a very ordinary looking building, has been transformed into a very modern-looking place of worship, and is capable of seating 1200 persons. This Society at one time owned all of what is known as the "Point," having received a deed from ANN BULL embracing the lands North from Long Wharf to the farm now owned by Mr. R. L. MATTLAND and Lieut. CHARLES HUNTER, East to Warren and Farewell streets. At the annual meeting of the Society in June of each year, they come from all the New England States, and it is estimated that the number in these States is about 8000, and in the United States about 125,000. Contrary to the prevailing opinion, we are assured from a responsible source that the Society is increasing in numbers instead of diminishing. A few years ago, when the troubles of this society caused the withdrawal of those known as the "Wiliburites," they built a house in Main Avenue, where meetings are held each day.

The First Baptist Society was organized in 1644, and their first pastor was JOHN CLARKE. They are in a very flourishing condition, having at the present time 325 members. Their present house of worship was built in 1846, at a cost of \$10,000.

Trinity Church was founded in 1694 by the society for propagating the Gospel in foreign parts, and a Missionary, Rev. JAMES HONEYMAN, was sent out to take charge of it. The first office erected proved inadequate to the wants of the Society. It was therefore sold and was removed to Wickford, we believe. The present edifice was erected in 1726 and was subsequently enlarged. The pulpit is the only one in the country now standing, in which Bishop BURKE preached. The Organ was a gift from the Bishop after his return to Dublin, and the bell was a gift from Queen ANNE. A few years since it cracked and was recast, but the fine tone for which it was justly celebrated, was lost, though still giving forth a clear note. The following is the list of Rectors:

James Honeyman, Marquandale Brown, Theodore Dutton, Samuel Wheaton, Francis Vinton, D. R. Brewster and the Rev. A. G. Morer presides over the Society at the present time.

In 1730 a literary and philosophical society was formed in Newport, numbering twenty-six members, who held frequent meetings for debate. In 1747 ABRAHAM REDWOOD gave to the society £300 sterling for the purchase of a library, and the same year an act of incorporation was obtained. The society assumed the name of the Redwood Library. In 1748 HENRY COLLINS gave the Company a lot of land, and £5000 was subscribed by the citizens of the town for the erection of the present building, which was completed in 1750. We have recently spoken of the great improvements which are being made by the Company, by enlarging the building and increasing the number of books, which will make it an object of attraction to our citizens and the visitor.

Engines Company No. 1 was organized July 28, 1736, and, considering nine men sufficient to work the engine, petitioned the General Assembly to pass a law exempting that number from being obliged to Watch, Train, Mend Highways, serve as Juries or Constables. In 1743 the Company received an engine from ~~engines~~ which was very convenient to use until 1852, when their present one was purchased.

Their By-Laws provided for a fine of 3s, for wounding a person wilfully; if complained of the second time for idleness when on duty, should be voted out of the Company; that every member should appear at the time of meeting and not send his servant; if any member smoked a pipe while another was dining, should pay a fine of 3s. The present officers of the Company are:

Forsman—William C. Townsend. 1st Assistant—John R. Langley, Jr. 2d. do.—George Bowen, Jr. Clerk—Joseph H. Haven.

In 1741 the Newport Artillery Company was chartered, and we are very confident it is the oldest company in this country, not excepting the Ancient and Honorable of Boston, for although the charter under which that Company holds its existence dates a number of years previous, it is not the continuation of the Company which first held the charter, while our Artillery has continued in existence from the time it was first chartered. On the 17th of May, 1794, this Company broke the first ground for the battery on Fort Wolcott, which is now Fort Washington and on the 23d of the same month they mounted the first swivel gun on the fort. July the 4th of that year they celebrated the anniversary of American Independence, and were reviewed by Generals (Count) ROCHAMBEAU and RICHARD, commanders of the French troops. In the war of 1812 they were in active service seven months, forming the garrison at Fort Greene, the British ships of war lying off the harbor threatening an invasion; in short, they have been found ready to defend the Town and State either from foes without or from faction within its borders. The whole number of members who have joined this Company is 999, and of that number about 300 are now living.

A ROMANTIC father, whose name was Rose, named his daughter "Wild," so that the grown up under the appellation of "Wild Rose." But the romance of the name was sadly spoiled in a few years for she married a man by the name of "Bull."

The severe snow storm which commenced here Tuesday morning about 2 o'clock, began in New York about 6 o'clock Monday afternoon, and in Boston about 3 o'clock Tuesday morning. Although the depth of snow in this city was about 16 inches on a level, we learn it is about half the depth they have it in many places a few miles to the North of us. A high wind drifted it considerably, but the sleighing about our city was excellent on Thursday, and the opportunity was generally improved.

Our sidewalks were in a passable condition in a very short time after the storm ceased, by the exertions of our law-living citizens and the efficiency of Mayor CRANSTON, who had a large gang of men employed for two days. Our exchanges indicate that the storm extended over a wide spread region of country, and was very severe, but the only disaster of moment on our coast, as yet mentioned, is that which will probably cause the destruction of the steamer C. Vanderbilt, the particulars of which may be found in another column. Yesterday morning it commenced raining in torrents, and the indications are, that the snow will go about as fast as it came.

We were shown on Thursday one of the new cents which are to be ready for general distribution in February. The "Goose" is no longer there, but in its stead is an ideal head of America; the drooping plumes of the North American Indian give it the character of North America. The head is intended as an illustration of "Liberty."

The reverse is a plain laurel wreath, enclosing the words ONE CENT. The weight is 72 grains, or three twelfths of a Troy ounce—eighty-eight per cent. copper and twelve per cent. nickel.

At the annual meeting of Aquidneck Engine Company No. 3, held at their hall Tuesday evening, Jan. 4th, the following officers were elected for the ensuing year:

Forsman—Julia Sayer. 1st Assistant—Augustus Goffe. 2d. do.—Thomas M. Norman. 3d. do.—Wm. G. Sargent. Clerk & Treasurer—James B. Brown. First Orderly—Gorton Anderson. 2d. do.—Charles T. Dubbs.

Mr. WANTED T. SHERMAN slaughtered on Thursday an ox raised by J. EASTON BAILEY, in Middletown, which weighed 2400 lbs. alive. It was weighed yesterday, after hanging twenty-four hours, and stood as follows:

Meat, 1468 lbs.
Tallow, 160 lbs.
Hide, 145 lbs.

Thomas B. CURR, from 1834 to 1838, 4 years. The first notice we find in regard to the Masonic Fraternity, is in a scrap of record which reads thus—"On ye 5th day of ye 9th mo., 1838, we assembled at ye house of Mordac Compennell, and gave a degree to Abraham Moses." There was, probably, no regularly organized Society of Masons at that time in the town; only a few persons who had been initiated into the mysteries before leaving the old country, and not until January 18, 1849, ninety-

four years later, was St. John's Lodge incorporated, Robert Jenkins being the first Master.—Benjamin Franklin visited the Lodge on the 16th of January, 1755, while on a visit to his brother James, who was carrying on the printing business in this place, and James, who had but recently started the *Newport Mercury*, joined in December 1758. On the 4th of November, 1756, a number of the society went to Providence and formed the first Lodge there, initiating James Greene, John Greenish, John Randall, Joseph Russell, George Jackson, Benjamin Bowen, Ebenezer Thompson and Moses Doshon. In 1769 Moses M. Hays, a Jew, established another lodge of a higher degree in this town, which was called the King David's Lodge. This Lodge embraced among its members many of the first merchants and professional men of the times, viz.—Moses Seixas, Peleg Clarke, Jabez and George Champlin, Ebenezer and Joseph Burrill, Abraham Redwood, Christopher Fowler, William Littlefield and Dr. William Wigerton. This Lodge united with St. John's on the 19th of October, 1790. St. Paul's Lodge, which presented still higher degrees, was formed June 8th, 1816, and united with St. John's September 14, 1818.

The Masters of St. John's Lodge have been as follows, viz.—Robert Jenkins, Benjamin Mason, Samuel Brenton, Moses Seixas, James Ferry, John A. Shaw, John L. Ross, Isaac Stoddard, Stephen T. Nathan, Theophilus Topham, S. Ayrauld Robinson, Archibald Munro, Nicholas G. Ross, Peleg Clarke, Washington Van Zandt, William Grey, John Eldred, Henry D. Dehob, John D. Dennis, James G. Topham, Edmund J. Townsend, Nathan H. Gould, and Gilbert Chase is the present Master.

The corner stone of the building, known as "Masonic Hall," was laid April 12th, 1802, by M. W. Moses Seixas, Grand Master of the Grand Lodge of the State. The Society at present has 130 members.

The Newport Marine Society was instituted in 1752. For thirty-three years they were known as the Fellowship Club, Benjamin Wickford being the first member. This Society makes no ostentatious display, but many a widow's heart has been made glad through its instrumentalities. Its whole income, \$13000 per annum, is distributed for the relief of unfortunate mariners, their widows and orphan children. Since its first organization 450 persons have been admitted, all of whom (excepting 15 honorary members) have been captains of vessels, and about 40 are living. Commodores O. H. Perry and M. C. Perry joined this society in 1814.

The oldest Bank in the city is the Bank of Rhode Island, which was incorporated in 1795, October 14, of that year the subscription book was opened at the State House, and in two hours nearly eight times the number of shares allowed by the Constitution were subscribed for, which showed a pleasing proof of the revival of business in the town from the great loss it sustained during the war. October 17th, the stockholders held their first meeting, and chose Christopher Champlin, President, and George Gibbs, George Champlin, Peleg Clarke, Caleb Gardner, James Robinson, Thomas Dennis, Walter Champlin and Simon Martin, Directors.

The Rhode Island Bridge Company was incorporated in 1794, and held their first meeting on the 28th of July of the same year. The first bridge over Howland's Ferry was commenced May 11, 1795, and completed October 25 of the same year. It was 900 feet long, 36 feet wide, had 42 piers and a sliding draw. The depth of water was 8-12 fathoms. It was shortly after destroyed, but the Company had found the necessity for one and commenced the rebuilding of it. It was completed the second time in September 1796, under the supervision of Col. John Cook of Tiverton; Major Alexander Thomas of Portsmouth, being the architect. In 1804 the second bridge was destroyed, but in a short time the Company commenced the construction of the third and present bridge, which was a long and very expensive job. It was completed during the latter part of 1806.

The Dorcas Society was organized in 1823, and has been the means of assisting many persons, whose necessities would probably have been unknown and unheeded but for the efforts of this Society. During the past two winters 1600 articles for comfort have been distributed.

The oldest Bank in the city is the Bank of Rhode Island, which was incorporated in 1795, October 14, of that year the subscription book was opened at the State House, and in two hours nearly eight times the number of shares allowed by the Constitution were subscribed for, which showed a pleasing proof of the revival of business in the town from the great loss it sustained during the war. October 17th, the stockholders held their first meeting, and chose Christopher Champlin, President, and George Gibbs, George Champlin, Peleg Clarke, Caleb Gardner, James Robinson, Thomas Dennis, Walter Champlin and Simon Martin, Directors.

The Rhode Island Bridge Company was incorporated in 1794, and held their first meeting on the 28th of July of the same year. The first bridge over Howland's Ferry was commenced May 11, 1795, and completed October 25 of the same year. It was 900 feet long, 36 feet wide, had 42 piers and a sliding draw. The depth of water was 8-12 fathoms. It was shortly after destroyed, but the Company had found the necessity for one and commenced the rebuilding of it. It was completed the second time in September 1796, under the supervision of Col. John Cook of Tiverton; Major Alexander Thomas of Portsmouth, being the architect. In 1804 the second bridge was destroyed, but in a short time the Company commenced the construction of the third and present bridge, which was a long and very expensive job. It was completed during the latter part of 1806.

The Dorcas Society was organized in 1823, and has been the means of assisting many persons, whose necessities would probably have been unknown and unheeded but for the efforts of this Society. During the past two winters 1600 articles for comfort have been distributed.

The Rhode Island Bridge Company was incorporated in 1794, and held their first meeting on the 28th of July of the same year. The first bridge over Howland's Ferry was commenced May 11, 1795, and completed October 25 of the same year. It was 900 feet long, 36 feet wide, had 42 piers and a sliding draw. The depth of water was 8-12 fathoms. It was shortly after destroyed, but the Company had found the necessity for one and commenced the rebuilding of it. It was completed the second time in September 1796, under the supervision of Col. John Cook of Tiverton; Major Alexander Thomas of Portsmouth, being the architect. In 1804 the second bridge was destroyed, but in a short time the Company commenced the construction of the third and present bridge, which was a long and very expensive job. It was completed during the latter part of 1806.

The Dorcas Society was organized in 1823, and has been the means of assisting many persons, whose necessities would probably have been unknown and unheeded but for the efforts of this Society. During the past two winters 1600 articles for comfort have been distributed.

The Rhode Island Bridge Company was incorporated in 1794, and held their first meeting on the 28th of July of the same year. The first bridge over Howland's Ferry was commenced May 11, 1795, and completed October 25 of the same year. It was 900 feet long, 36 feet wide, had 42 piers and a sliding draw. The depth of water was 8-12 fathoms. It was shortly after destroyed, but the Company had found the necessity for one and commenced the rebuilding of it. It was completed the second time in September 1796, under the supervision of Col. John Cook of Tiverton; Major Alexander Thomas of Portsmouth, being the architect. In 1804 the second bridge was destroyed, but in a short time the Company commenced the construction of the third and present bridge, which was a long and very expensive job. It was completed during the latter part of 1806.

The Dorcas Society was organized in 1823, and has been the means of assisting many persons, whose necessities would probably have been unknown and unheeded but for the efforts of this Society. During the past two winters 1600 articles for comfort have been distributed.

The Rhode Island Bridge Company was incorporated in 1794, and held their first meeting on the 28th of July of the same year. The first bridge over Howland's Ferry was commenced May 11, 1795, and completed October 25 of the same year. It was 900 feet long, 36 feet wide, had 42 piers and a sliding draw. The depth of water was 8-12 fathoms. It was shortly after destroyed, but the Company had found the necessity for one and commenced the rebuilding of it. It was completed the second time in September 1796, under the supervision of Col. John Cook of Tiverton; Major Alexander Thomas of Portsmouth, being the architect. In 1804 the second bridge was destroyed, but in a short time the Company commenced the construction of the third and present bridge, which was a long and very expensive job. It was completed during the latter part of 1806.

The Dorcas Society was organized in 1823, and has been the means of assisting many persons, whose necessities would probably have been unknown and unheeded but for the efforts of this Society. During the past two winters 1600 articles for comfort have been distributed.

The Rhode Island Bridge Company was incorporated in 1794, and held their first meeting on the 28th of July of the same year. The first bridge over Howland's Ferry was commenced May 11, 1795, and completed October 25 of the same year. It was 900 feet long, 36 feet wide, had 42 piers and a sliding draw. The depth of water was 8-12 fathoms. It was shortly after destroyed, but the Company had found the necessity for one and commenced the rebuilding of it. It was completed the second time in September 1796, under the supervision of Col. John Cook of Tiverton; Major Alexander Thomas of Portsmouth, being the architect. In 1804 the second bridge was destroyed, but in a short time the Company commenced the construction of the third and present bridge, which was a long and very expensive job. It was completed during the latter part of 1806.

The Dorcas Society was organized in 1823, and has been the means of

DRIVING FATHER.—The drama's follow the young parent. When Mr. Chapman, a lawyer, goes up he uses his power in a few words to have the father released to be reconciled to the couple, though the prompter's bell is rung for the curtain to fall—and it does fall, him in his obscurity and leaving Mr. in the foot-lights. "Here's a state of affairs," says Mr. Matthews, turning to audience; "who ever heard of a father suddenly retent at the end of the farce?"

THE OLD SLAVE TRADE & WHO CONDUCTED IT.—The whole number of African slaves imported at the slave States and West, a sum of £1,000,000, from the 1st of January, 1804 to the 1st of December, 1807, was 33,775, being an average of 3,311 a year. The number of arrivals of slaves in that period was 202, of which 160 belonged to Great Britain, 36 to America, 59 to France, 10 to Holland, 4 to Baltimore, 3 to France, 10 to New York, and I each to Boston, Hartford and New Haven. Of the slaves brought in, much the larger part came in the British vessels; they amounted to 19,649. The three French vessels brought 1978. Of the vessels nominally owned in Charleston, the greater part of the cargoes—and doubtless the vessels too, in fact—belonged to non-residents; so that of 7723 slaves brought by those vessels, only 2009 are set down as really belonging to merchants and planters at Charleston and vicinity.

Next to the British, the Rhode Islanders had the largest share in the business; and it is a noticeable fact in this connection that Capt. Townsend, of the slaver Echo, is a Rhode Island man, perhaps son or grand son of some of the old slave traders. Bristol in Rhode Island, imported into Charleston, during the four years, 3914 slaves; Newport, 2448; Providence, 566, and Warren, 510; making in the whole 2839 brought in by the Rhode Islanders. Baltimore is set down for 250, Savannah for 300, Norfolk 287, Hartford 250, Boston 209—Philadelphia 200, New Orleans 190. Of the consignees of the vessels, 91 were British, 83 were Rhode Islanders, 13 natives of Charleston, and 10 French, counting the same person, we suppose, as many times over as he had different vessels consigned to him.

FRAUDULENT BIDDING.—In a recent case in England on the subject of the auction purchase of a horse, Lord Campbell said, that "an owner bid at an auction, a real bidder to whom the lot was knocked down, might offend the contract on his bid forced an improper mark." This is undoubtedly a sound rule.

CONSUMPTION.—A physician of the homoeopathic school has furnished us with the following interesting and striking statements that are so common in consumptive cases. It is to cure the patient, every three or four days, all over with olive oil. By this means the precipitate will be reduced, and the strength of the sufferer kept up.—*Scientific American.*

The London Times opposes the granting of government aid to new efforts for laying a submarine telegraph across the Atlantic.

A MAN named Morse, of Brunswick, Me., whose son assaulted his school teacher, has settled the matter by paying \$300 damages.

NEW BEDFORD OIL MARKET.—Sperm has gone advanced, and the sales since our last amount to 1580 lbs. We quote 650 lbs at \$1.35, 500 do at about \$1.35 per gallon, and 250 at a price not transpired. Also 180 lbs head master at \$1.40 per gallon. The market closes firm. Stock in the country above 17,000 lbs.

It remains unchanged. A sale of 250 lbs of sperm per gallon, completed the doing in this market the past week. Stock about 20,000 lbs.

WHALEBONES.—Sales on private terms.

WEEKLY ALMANAC.

JULY 1. SUN 15 SUN/MON HIGH TIDES, sets, tides, water, etc., 1859. **SATURDAY,** 7 29 4 45 9 16 10 51 2 7 29 4 46 10 17 11 29 **SUNDAY,** 7 29 4 47 11 22 29 **TUESDAY,** 7 29 4 48 20 32 11 12 **WEDNESDAY,** 7 28 4 49 20 29 12 53 **THURSDAY,** 7 28 4 51 31 39 1 41 **FRIDAY,** 7 28 4 52 2 34 29 Moon's 1st, 17, 12th, 2d, 20th, 30th, 29th.

Special Notices.

BERKELEY INSTITUTE.

THE WINTER TERM commences on TUESDAY, January 4, 1859, and continues four weeks.

Dec 18—4w WM. C. LEVERETT.

BERKELEY INSTITUTE.

THE FOURTH YEAR OF THIS SCHOOL commences on TUESDAY, Sept. 7, 1858.

There are three Departments, English, Classic and French.

Applications received at the School Rooms, 10 Washington Square, or address box 805.

Aug 7 WM. C. LEVERETT.

WILL H. SMITH,

DENTIST,

SWINBURNE'S BLOCK,

139 THAMES STREET,

May 9 Newport, R. I.

MARRIED.

In this city, 3d inst., by Rev. Dr. Jackson, Mr. David Beattie to Miss Amelia M. Southwick, both of this city.

In Warren, 27th ult., Hale J. Bowen to Lucy A. Wilcox, all of W.

In Bristol, 26th ult., William J. Prox, of Bristol, to Virginia F. White, of Bristol; 26th, Ernest Blount to Martha W. Mott.

In Providence, 2d inst., William H. Bassett to Anna L. Bassett, all of this city; 3d inst., Susan to Harriet A. Manton, all of P. 5th, E. L. Walcott to Harriet A. Pratt, all of P.

In Brighton, 25th ult., David H. Temple, of Marlboro', to Frances Foster of Prov.

DIED.

In this city, 7th inst., suddenly, Mr. Richard R. Turner, aged 37 years.

In Wrentham, 27th ult., Hale J. Bowen to Lucy A. Wilcox, all of W.

In Bristol, 26th ult., Charles D. Williams, of Williamsburg, to Anna L. Williams, all of this city, in the 47th year of his age.

He had resided over thirty years in that city, and was a man of great talents and a teacher.

At Tiverton, (Four Corners) R. L. suddenly.

In Liverpool, Delaware, wife of Benjamin Wilson.

In Warren, 27th ult., scarlet fever, Lydia T. Locke, aged 4 years and 3 months; 30th, Sarah A. Loucks, aged 5 years and 11 months, children of John N. Locke.

In Bristol, 25th ult., Lucy, only daughter of Capt. James A. Lee, aged 7 years.

At New Shoreham, 5th ult., Mrs. Temperance L. Wood, of Mr. Nathaniel B. Paine, aged 65 years and 6 months.

Marine Intelligence.

ARRIVED.

SATURDAY, Jan. 1.—Schooner D. Ellis, Apponaug, for New York.

MONDAY, Jan. 3.—Schr Oliver Buxton, Williams, Boston for New York; C. W. Dyer, Brown, Boston for Tanguer; Gen. Percy, Hunt, N. Y. for Portland; Grace Gidder, Paine, Boston Tanguer; Girafe, Chase, New York for Salem; A. Falconer, Trelawny, Liverpool for New York.

WEDNESDAY, Jan. 5.—C. C. Villiers, Village Quay, Hawkins, Providence for New York; Citizen Wood, Liverpool, for New York; S. C. Smith, for Virginia; Swan, Bacon, do for Clinton; TURBESDAY, Jan. 6.—Schr Jane Bishop, Smith, Mobile for Providence.

Schrs Clorinda, Leland, Elizabethport for Boston.

Memoranda.

At Calcutta Nov 9, ship Syria, Swazey, Ig.

A letter from Mrs. Deblois dated at Paita Nov 22, reports bark Merlin, Deblois, from Tomber, 970 bbls sp oil on board, all well. Reports left at Tomber ship Wm Lee, Sloeum, of this port, 240 bbls this season.

Arr at Melbourne Sept 30, ship Kitty Simpson, Cambell, fm New York.

At Havana 23d bark Saranac, Bigley, and Martha Anna, Babcock, msc; brig Ellen Hayes, King, for Charleston; John Pierce, Melville; Sea Pelle, Whaley, snc; schr Matron, Taylor, do; Express, Boss, from Manaus for New York. Cld at Wilmington, NC, 28th, brig S P Brown, Townsend, for Havana.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Havana 23d bark Saranac, Bigley, and Martha Anna, Babcock, msc; brig Ellen Hayes, King, for Charleston; John Pierce, Melville; Sea Pelle, Whaley, snc; schr Matron, Taylor, do; Express, Boss, from Manaus for New York. Cld at Wilmington, NC, 28th, brig S P Brown, Townsend, for Havana.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan, for Boston.

At Rio, 30th, bark Lucy Ann, Carrigan

MISCELLANEOUS.

HOWARD ASSOCIATION,

PHILADELPHIA.

1858.—A HOSPITAL INSTITUTION, ESTABLISHED BY SPECIAL ARRANGEMENT FOR THE RELIEF OF THE POOR AND DISEASED, FOR THE TREATMENT AND REHABILITATION OF DISEASES.

The **HOWARD ASSOCIATION**, Institution, in their Annual Report upon the treatment of Sexual Diseases, for the year ending January 1st, 1858, express the highest satisfaction with the success which has attended the labors of the Committee, and the efforts of Dr. J. C. Howard, Dr. W. W. Jackson, Dr. W. H. Peckham, Dr. G. S. Smith, the vice of Washington, Impotence, Gonorrhœa, Gout, Syphilis, the vice of Onanism, or self-abuse, &c., and other acomplaints of the sexual organs, for the ensuing year, the Committee have submitted a Manual of ADVISER CRATIES, to all who apply by letter, with a description of their condition (age, occupation, habits of life, &c.) and in cases of extreme urgency, will forward a copy of the Manual.

SOME of the new remedies and Methods of Treatment, however, in the last year, are of great value.

A. M. HOWARD, President, **HOWARD ASSOCIATION**, 2 South Ninth street, Philadelphia.

By Order of the Directors.

ZELIA B. HOWARD, President, April 3-19.

CROSS FAMILIAR. Secretary.

April 3-19.

PETER COOPER'S Refined SHEET, AND SHRED ISINGLASS A PRIME ARTICLE.

Very extensively used for

Blanc Mango, Table and Wine Jellies,

and for

Jellyfing Preserves.

The Shred, with directions for using, is put up in small packages for family use, and is sold by all the principal Grocers and Druggists throughout the U.S.

PETER COOPER, 17 Burling Slip, N. Y.

Oct 30-3m.

Lumber and Hardware.

We intend building or repairing, to our stock of Lumber and Hardware. Having purchased our stock of Shadwood during the dull times, we are able to furnish a good assortment, and at reasonable prices. We are now offering Spruce Framing Lumber, \$1 per M., and other Lumber at less than last year. Our stock of Shingles is large and comprises all the varieties usually found in the market.

SWINBURNE, PECKHAM & CO.

Sept 4-19.

No 159 Thames street.

NEWPORT'S PROVIDENCE WINTER ARRANGEMENT

ON and after Monday, December 6th, 1858, the steamer PERRY, Capt. N. B. Allen, will make only one trip a day, leaving Newport, daily (*sundays excepted*) at 8 o'clock a.m., for Providence.

Returnees who leave Providence at 2 o'clock p.m., for Newport, connecting at Providence with mid-day trains to end from Boston, Worcester, &c. Fare 75 cents each way.

Children under 12 years of age, half price.

Dec 4.

New State Line of Steamers.

METROPOLIS. Capt. William Brown, leaves Fall River for New York on Mondays, Wednesdays and Fridays, at 10 A. M. and 1 P. M. Tuesdays, Thursdays and Saturdays, at 10 A. M. and 1 P. M. Returns to New York, at 4 P. M., Tuesdays, Thursdays and Saturdays.

BAY STATE. Capt. Joseph, Tuesdays, Thursdays and Saturdays, at 10 A. M. and 1 P. M. Tuesdays, Thursdays and Saturdays, at 10 A. M. and 1 P. M.

Bath Boats launch at Newport, each way.

For New York, from Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Leaves Fall River, 70 S. M. 8 A. M.

Le